



Planning Technical Advisory Committee Meeting (PTAC)

REGULAR MEETING AGENDA

January 17, 2007
10:00 a.m.

South Florida Regional Transportation Authority
Board Room
800 NW 33rd Street, Suite 100
Pompano Beach, Florida 33064
www.sfrta.fl.gov

FOR FURTHER INFORMATION CALL JOSEPH QUINTY AT (954) 788-7928

Members

Michael Busha, Treasure Coast Regional Planning Council
William Cross, South Florida Regional Transportation Authority
Carolyn Dekle, South Florida Regional Planning Council
Roger Del Rio, Broward Metropolitan Planning Organization
Gary Donn, Florida Department of Transportation, District VI
Mario Garcia, Miami-Dade Transit
Jose Mesa, Miami-Dade Metropolitan Planning Organization
Jonathan Roberson, Broward County Transit
Gustavo Schmidt, Florida Department of Transportation, District IV
Fred Stubbs, Palm Tran
Randy Whitfield, Palm Beach Metropolitan Planning Organization
Nancy Ziegler, FDOT, District IV

Directions to SFRTA: I-95 to Copans Road. Go west on Copans to North Andrews Avenue Ext. and turn right. Go straight to Center Port Circle, which is NW 33rd Street, and turn right. SFRTA's offices are in the building to the right. The SFRTA offices are also accessible by taking the train to the Pompano Beach Station. The SFRTA building is South of the station. Parking is available across the street from SFRTA's offices, at the Pompano Beach Station.

PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING OF JANUARY 17, 2007

The meeting will convene at 10:00 a.m., and will be held in the Board Room of the South Florida Regional Transportation Authority, Administrative Offices, 800 NW 33rd Street, Suite 100, Pompano Beach, FL 33064.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

DISCUSSION ITEMS

MATTERS BY THE PUBLIC – Persons wishing to address the Committee are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

CONSENT AGENDA

Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any PTAC Member, however, that item may be removed from the Consent Agenda and considered separately.
--

C1 – MOTION TO APPROVE: Minutes of PTAC Meeting of November 30, 2006

REGULAR AGENDA

Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.
--

R1 – MOTION TO ELECT: PTAC Chair and Vice Chair for Fiscal Year 2006-2007

INFORMATION / PRESENTATION ITEMS

Action not required, provided for information purposes only.
--

- I1 – INFORMATION: Fort Lauderdale Downtown Transit Circulator Project (Fort Lauderdale Downtown Development Authority)
- I2 – INFORMATION: Central Palm Beach County Transportation Corridor Study (SFRTA and Palm Beach MPO)
- I3 – INFORMATION: SFRTA FY 2007-2012 TDP Update

I4 – INFORMATION: SFRTA Strategic Regional Transit Plan

OTHER BUSINESS:

SFRTA EXECUTIVE DIRECTOR REPORTS/COMMENTS

PTAC MEMBER COMMENTS

ADJOURNMENT

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this proceeding, must at least 48 hours prior to the meeting, provide a written request directed to the Executive Office at 800 NW 33rd Street, Suite 100, Pompano Beach, Florida, or telephone (954) 942-RAIL (7245) for assistance; if hearing impaired, telephone (800) 273-7545 (TTY) for assistance.

Any person who decides to appeal any decision made by the Board of Directors for the South Florida Regional Transportation with respect to any matter considered at this meeting or hearing, will need a record of the proceedings, and that, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Persons wishing to address the Board are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

DRAFT

MINUTES

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC) MEETING
NOVEMBER 30, 2006

The Planning Technical Advisory Committee (PTAC) meeting was held at 10:00 a.m. on Wednesday, November 30, 2006, in the Board Room of the South Florida Regional Transportation Authority (SFRTA), Administrative Offices located at 800 NW 33rd Street, Suite 100, Pompano Beach, Florida 33064.

COMMITTEE MEMBERS PRESENT:

Mr. Randy Whitfield, Palm Beach Metropolitan Planning Organization (MPO), PTAC Chair
Mr. Jeff Weidner, Florida Department of Transportation (FDOT)
Ms. Jo Sesodia, South Florida Regional Planning Council (SFRPC)
Mr. Bob Pearsall, Miami Dade Transit (MDT)
Mr. Fred Stubbs, Palm Tran
Mr. Gustavo Schmidt, Florida Department of Transportation, District IV (FDOT)
Mr. Scott Seeburger, Florida Department of Transportation (FDOT)
Mr. Jonathan Roberson, Broward County Transit (BCT)
Ms. Lynn Everett Lee, Broward County Transit (BCT)
Mr. Joseph Quinty, SFRTA
Mr. Kenneth Jeffries, Florida Department of Transportation, District VI (FDOT)
Ms. Kim Delaney, Treasure Coast Regional Planning Council
Mr. William Cross, SFRTA

ALSO PRESENT:

Mr. Dan Glickman, Citizen
Ms. Elaine Magnum, SFRTA
Mr. Eric Goodman, SFRTA
Mr. Michael Moore, Gannett Fleming
Mr. T.R. Hickey, Gannett Fleming
Ms. Sabrina Kirkpatrick, SFCS
Mr. Reed Everett-Lee, Carter & Burgess
Mr. Christopher Dube, Florida Department of Transportation, (FDOT)
Mr. Ernesto Polo, Florida Department of Transportation (FDOT)

CALL TO ORDER

The Chair called the meeting to order at 10:00 a.m.

ROLL CALL

The Chair requested a roll call by the Minutes Clerk.

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

Mr. Jeff Weidner moved for approval of the Agenda. The motion was seconded by Mr. Jonathan Roberson.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair called the motion to a vote and it was approved unanimously.

DISCUSSION ITEMS

There were no discussion items.

MATTERS BY THE PUBLIC – Persons wishing to address the Committee are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

None.

CONSENT AGENDA
Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any Committee Member, however, that item may be removed from the Consent Agenda and considered separately.

C1 – MOTION TO APPROVE: Minutes of Planning Technical Advisory Committee Meeting of

September 20, 2006

A motion was made by Mr. Bob Pearsall to approve the meeting minutes. The motion was seconded by Mr. Fred Stubbs. The motion was called to a vote and carried unanimously.

REGULAR AGENDA
Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.

RI - MOTION TO APPROVE: South Florida East Coast Corridor (SFECC) Transit Analysis Study

Mr. Scott Seeburger, Florida Department of Transportation and Mr. Tom Hickey, Gannett Flemming gave a presentation and brief overview of the project, status report, and the findings and recommendations of Tier 1 of the SFECC study. Mr. Seeburger requested endorsement of the following Tier I recommendations compiled as part of the South Florida East Coast Corridor (SFECC) Study:

1. Divide the corridor into the South, Center, North and Full-Corridor study sections for detailed Tier II alternatives analyses and conceptual engineering study.
2. Acceptance of the recommended, appropriate technology set for each of the four recommended Tier II study sections.
3. Acceptance of the recommended, appropriate alignment set for each of the four recommended Tier II study sections.

Mr. Seeburger and Mr. Hickey reviewed the slide presentation included in the PTAC meeting packet. Beyond these slides, Mr. Seeburger announced that December 11 was the deadline for written comments on the study's Draft Programmatic Environmental Impact Statement (DPEIS) to be submitted. He mentioned that the project team hopes to submit the DPEIS, after incorporating all comments, to the Federal Transit Administration (FTA) in late December. Mr. Seeburger stated that he anticipates receiving a Record of Decision (ROD) back from FTA by April of 2007. This would allow Tier II of the study to proceed over the summer. Mr. Hickey also reviewed some additional slides beyond what was in the PTAC meeting packet, showing ridership projections by mode for the various study segments. However, Mr. Hickey cautioned that the ridership projections weren't a true reflection of the different technologies, but rather travel time. He added that the projections show approximately 6,000 new riders daily would use the Tri-Rail extension to Jupiter.

Mr. Cross asked the presenters about the status of the study's Technical and Policy Steering Committee, and expressed disappointment that the group had not met in some time. Mr. Seeburger responded that wished that the committee had met recently, but he was confident that key stakeholders were kept involved through frequent presentations to various other committees. Mr. Seeburger also stated that the study's Technical and Policy Steering Committee would meet again in January.

Mr. Roberson asked about the FTA's perception of Bus Rapid Transit (BRT) versus Light Rail Transit (LRT), as well as their attractiveness for development potential. Mr. Roberson also asked about the ability of a Metrorail-type vehicle to operate at grade. Ms. Everett-Lee commented on the modeling work for the study, noting that faster travel times due to operating on a separate right of way seems to carry more weight than transit friendly land uses. Discussion continued on this topic, with Ms. Delaney commenting on station area land use, potential comprehensive plan amendments, and the role of concurrency in approving new development near future station sites.

Ms. DeLaney made a motion for approval of the study's Tier I recommendations, and it was seconded by Mr. Stubbs. The Chair asked for further discussion and/or opposition to

the motion. Hearing none, the Chair called a vote on the motion and it carried unanimously.

INFORMATION / PRESENTATION ITEMS

Action not required, provided for information purposes only.
--

II. - INFORMATION: Tri-Rail Station Parking and Circulation Study

Mr. Eric Goodman, Transportation Planner with SFRTA, presented an update on the Tri-Rail Station Parking and Circulation study. Mr. Goodman stated that following today's presentation, this item will be brought to the SFRTA Property Committee on December 15th and then to the SFRTA Board for approval in January 2007. The final report will then be completed after incorporating comments from the Board.

Mr. Goodman explained that one of the study's first tasks was going out and observing all 18 Tri-Rail stations. Features examined included how many parking spaces were being used, how circulation is working, station amenities, bus shelters, pedestrian accessibility, ADA issues, and pavement condition/stripping. Mr. Goodman explained that several stations parking are over 90% utilized right now, which by FDOT standards means that they are over capacity. Mr. Goodman stated that common shortcomings among the stations include missing signage, a need for additional bus shelters, curbs that need to be fitted to meet ADA standards, a need for additional benches, parking lot re-stripping, poor pavement condition, and a need for drainage improvements. Mr. Weidner asked if the parking lot counts were a one time event or multiple observations. Mr. Goodman replied that the counts were conducted one time at each station. Mr. Glickman asked if another round of observations was to be held during peak season. Mr. Cross answered that additional counts would not take place as part this study. Mr. Weidner commented that FDOT conducts counts on all of its park and ride lots twice per year.

Mr. Goodman also shared projected parking needs that were compiled by Cambridge Systematics as part of the study effort. The number of parking spaces needed in both the short and long term were compiled on a station-by-station and systemwide basis. Mr. Goodman also shared findings of the number and percentage of Tri-Rail riders arriving at station by various transportation modes. Systemwide, it was found that most passengers arrive by car, but the percentages varied greatly at some stations.

The study also included conceptual drawings for improving circulation and adding parking spaces for all Tri-Rail stations. Mr. Goodman presented the concepts for three stations (one in each county): Lake Worth, Hollywood, and Opa-Locka. Questions arose regarding the Lake Worth concepts, as Mr. Weidner confirmed that the area beneath I-95 will become available for Tri-Rail parking once road construction on the interstate is completed. He also expressed concerns that Tri-Rail parking spaces at that

location may once again be occupied by students at the adjacent Lake Worth High School.

12. - INFORMATION: SFRTA Strategic Regional Transit Plan - Update

Mr. Joseph Quinty of SFRTA provided a brief update on the Strategic Regional Transit Plan. He announced that there had been some delay in the project, due to issues associated with the completion of the SERPM VI travel model. As a result, the SERPM V model is now being used. Mr. Quinty mentioned that the next major activity for the project will be individual briefings with staff for all of the agencies represented on the PTAC, which are slated to take place in December. Mr. Quinty stated that most of the briefings have already been scheduled, and he thanked all of the agencies for their flexibility in getting the dates and times for the briefings locked in.

13. - INFORMATION: SFRTA Performance Measure Evaluation

Mr. Joseph Quinty introduced SFRTA's Performance Measures Evaluation, which began in September and is scheduled to be completed by February. Mr. Quinty explained that the study is generally similar to the Performance Measures effort completed as part of the 2005 SFRTA TDP Major Update, but is seeking to go more into detail. He presented a draft version of the study's Take One Memorandum, a document containing peer review results and a list of performance measures to be used in the project's remaining tasks. Mr. Weidner asked if elements of the Transit Quality of Service Manual (TQSM) were included in the analysis, and also wondered if the findings might be applicable to concurrency issues. Mr. Quinty confirmed that some components of TQSM are part of the study. He also stated he didn't think the results from this study can be directly applied to concurrency, but that it will produce some measures and findings that can be developed further and eventually used for concurrency purposes. Mr. Quinty concluded by stating that additional information and a more detailed presentation on this item will be shared at either the January or February PTAC meeting.

MONTHLY REPORTS
Action not required, provided for information purposes only.

OTHER BUSINESS

Mr. Joseph Quinty presented a draft PTAC Meeting schedule for 2007 to Committee Members. He noted that this conceptual schedule called for more frequent meetings than in recent years. The schedule calls for monthly meetings except for June, August, and November. Mr. Quinty cited the upcoming SFRTA TDP Update, ongoing SFRTA Strategic Regional Plan, and numerous premium transit projects and studies in

the region as reasons for meeting more often. There was consensus among committee members to follow this schedule for 2007.

SFRTA EXECUTIVE DIRECTOR REPORTS/COMMENTS

There were no Executive Director Reports/Comments at this meeting.

PTAC MEMBER COMMENTS

There were no further comments by committee members.

ADJOURNMENT

The meeting was adjourned at 11:10 a.m.

Tracking No. _____

AGENDA ITEM NO. R1

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: JANUARY 17, 2007

AGENDA ITEM REPORT

☐ Consent ☒ Regular ☐ Public Hearing

PTAC CHAIR AND VICE-CHAIR

REQUESTED ACTION:

MOTION TO ELECT: Chair and Vice-Chair of the Planning Technical Advisory Committee for FY 2006-2007

SUMMARY EXPLANATION AND BACKGROUND:

In accordance with South Florida Regional Transportation Authority (SFRTA) By-Laws, the PTAC will hold election of chairperson (Chair) and vice-chairperson (Vice Chair) at its January 2007 meeting to serve for the remainder of the current fiscal year (ending June 30, 2007). These elections should have been held during the August 16, 2006 PTAC meeting, but were overlooked due to staff misunderstanding of the chairman's term operating on a fiscal year basis rather than a calendar year basis.

At the end of the SFRTA fiscal year and each fiscal year thereafter, the Committee shall elect a new Chair and Vice Chair and each shall serve for a one (1) year term. Therefore, the next Committee election of officers will take place at the tentatively scheduled July 18, 2007 PTAC meeting.

EXHIBITS ATTACHED: None

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: JANUARY 17, 2007

INFORMATION ITEM REPORT

☐ Information Item

☒ Presentation

FORT LAUDERDALE DOWNTOWN TRANSIT CIRCULATOR PROJECT

SUMMARY EXPLANATION AND BACKGROUND:

The Fort Lauderdale Downtown Development Authority, in partnership with the Federal Transit Administration (FTA) and numerous local, county, regional, and state government agencies, is sponsoring an evaluation of fixed-guideway transit service in the downtown Fort Lauderdale area.

This effort is known as the Downtown Transit Circulator (DTC) Project, with the study area boundaries generally consisting of Federal Highway on the east, Davie Boulevard on the south, NW 7th Avenue on the west, and the Florida East Coast (FEC) Railroad on the north. The project is currently in the Alternatives Analysis (AA) phase of the FTA's project development process, and aims to later prepare an application for FTA approval to enter Preliminary Engineering as a Small Start/New Start project. The AA phase began in March 2006, and expected to be completed in 2007.

Mr. John Lafferty of Parsons Brinckerhoff will be in attendance and conduct a slideshow presentation detailing the DTC project and its activities.

EXHIBITS ATTACHED: DTC Workshop/Scoping Booklet

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: JANUARY 17, 2007

INFORMATION ITEM REPORT

☐ Information Item

☒ Presentation

CENTRAL PALM BEACH COUNTY TRANSPORTATION CORRIDOR STUDY

SUMMARY EXPLANATION AND BACKGROUND:

In August 2006, the South Florida Regional Transportation Authority (SFRTA) and Palm Beach Metropolitan Planning Organization (MPO) initiated the Central Palm Beach County Transportation Corridor Study. The study is seeking to develop a transit service implementation plan for the corridor extending from downtown West Palm Beach to the Mall at Wellington Green, including Okeechobee Boulevard, Belvedere Road, Southern Boulevard, and Forest Hill Boulevard.

To date, significant technical work and public/stakeholder outreach efforts have been undertaken. Draft versions of deliverables, including the Problem Statement and Light Rail Feasibility Analysis documents, have been completed. A Project Advisory Committee meeting was held in September and another will likely take place in the next month. Public workshops were held on consecutive days in October (October 16 in Wellington and October 17 in West Palm Beach) and numerous stakeholder meetings have been conducted throughout the fall and winter months. It is anticipated that the study will be completed by April 2007.

Mr. John Lafferty of Parsons Brinckerhoff will be in attendance to conduct a slideshow presentation and provide further details on the Central Palm Beach Transportation Corridor Study and its upcoming activities.

EXHIBITS ATTACHED: Corridor Study Fact Sheet and Map

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: JANUARY 17, 2007

INFORMATION ITEM REPORT

☒ Information Item

☐ Presentation

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
FY 2007-2012 TRANSIT DEVELOPMENT PLAN (TDP) UPDATE

SUMMARY EXPLANATION AND BACKGROUND:

In 2005, SFRTA completed its first Transit Development Plan (TDP) Major Update, covering the period FY 2005 to 2010. This was followed by SFRTA completing its first TDP Minor Update last summer, covering FY 2006 through 2011. Now SFRTA is about to embark on its next TDP update, which will cover the period from FY 2007 to FY 2012. SFRTA Planning staff has been working with consultant Gannett Fleming to finalize the scope of services for the 2007-2012 TDP Update and a notice to proceed is expected to be issued by the end of January.

SFRTA Planning staff had originally intended to pursue a Major TDP Update for the 2007-2012 timeframe, despite the fact that a Major Update was not required until 2008. A revised and thorough TDP Major Update in 2007 was thought to be an ideal way to document the SFRTA's needs and plans in advance of future dedicated funding ballot initiatives, as well as prepare better for future TRIP and SIS funding cycles. However, after further examination it was realized that there was not enough time to include all of this information into a Major TDP Update document that would have to be approved by the SFRTA Board and submitted to FDOT by September 1, 2007.

Therefore, SFRTA is proposing to pursue a "hybrid approach" for its 2007-2012 TDP Update. The 2007-2012 TDP will be a Minor Update, but go beyond the standard information typically included in such documents. In addition to updating the currently adopted TDP, SFRTA will use the TDP Minor Update as a means to (for the first time) perform analysis on mainline Tri-Rail operations and shuttle bus operations beyond the upcoming 48-50 train schedule. This work will be incorporated in the following year's TDP Major Update (FY 2008-2013), which will go beyond the existing Tri-Rail and SFRTA operated shuttles and more closely examine a number of regional issues.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: JANUARY 17, 2007

INFORMATION ITEM REPORT

☒ Information Item ☐ Presentation

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
STRATEGIC REGIONAL TRANSIT PLAN

SUMMARY EXPLANATION AND BACKGROUND:

At the last three Planning Technical Advisory Committee (PTAC) meetings, presentations were given regarding the South Florida Regional Transportation Authority (SFRTA) Strategic Regional Transit Plan. Mr. Joseph Quinty, SFRTA Transportation Planning Manager, will be in attendance to provide an additional update on this planning study's activities and findings to date.

A key recent task for the SFRTA Strategic Regional Transit Plan was conducting partner agency briefings with key staff members from the region's Metropolitan Planning Organizations (MPOs), Regional Planning Councils (RPCs), transit operators, and Florida Department of Transportation (FDOT) districts. All briefings have been held except for the session with Miami-Dade Transit, which is being rescheduled. The project team found the feedback from the partner agencies to be extremely helpful, and will help shape the continuing analysis. Mr. Quinty will present the PTAC with a summary of comments from the partner agency briefings held thus far and also discuss next steps for the project.

EXHIBITS ATTACHED: None

Joseph Quinty, Transportation Planning Manager with SFRTA, and William Cross, Manager of Planning and Capital Development with SFRTA will present this item and discuss this matter further.

EXHIBITS ATTACHED: None



CENTRAL PALM BEACH COUNTY TRANSPORTATION CORRIDOR STUDY

Introduction

The South Florida Regional Transportation Authority (SFRTA) and the Palm Beach County Metropolitan Planning Organization (MPO) have initiated the Central Palm Beach County Transportation Corridor Study. This study will develop a transit service implementation plan for the transportation corridor which extends from downtown West Palm Beach (including the Tri-Rail Station), between Okeechobee and Southern Boulevards, along US 441 and continuing on to the Mall at Wellington Green (Figure 1).

What is the Study?

Okeechobee Boulevard from downtown West Palm Beach to a point west of US 441 has been identified in the Palm Beach MPO's 2030 Long Range Transportation Plan as a proposed Rapid Bus Transit Corridor. In addition, Palm Tran listed this corridor as a Rapid Bus operation in the 2004-2008 Transit Development Plan.

This study will identify "fast bus" service improvement options and include a comparison of costs and estimate ridership potential on the basis of structural and service variables such as schedule frequency, technology systems, vehicles, fare collection, and station locations. Descriptions of three levels of "fast bus" service improvements will be developed to determine a specific implementation option.

Implementation feasibility will be based upon current and existing forecasted demographics (through the year 2030), land use, transit ridership, and traffic and infrastructure conditions of the Corridor. The recommended implementation approach will lead to the development of a service, capital, and operations plan with related costs and an identification of implementation steps.

An analysis of Light Rail Transit (LRT) will also be completed to determine the feasibility of LRT within the Central Palm Beach County Corridor.

Public Outreach

The SFRTA and MPO will host a series of public meetings and workshops at various project milestones to encourage active participation from citizens and agency representatives. Interviews with elected officials, municipal and county stakeholders will also be conducted. This outreach will provide an opportunity for stakeholders to identify issues, concerns and provide valuable feedback on the project. All input received throughout this process will help to shape the course and direction of the study as it proceeds.

A Project Advisory Committee has been established to review project deliverables and meet at various project milestones. This committee is comprised of staff from the MPO, SFRTA, Florida Department of Transportation, Palm Beach County Traffic Engineering and Palm Tran.

Schedule

The Central Palm Beach County Transportation Corridor Study began in August of 2006 and is anticipated to be complete by April 2007.



Study Area

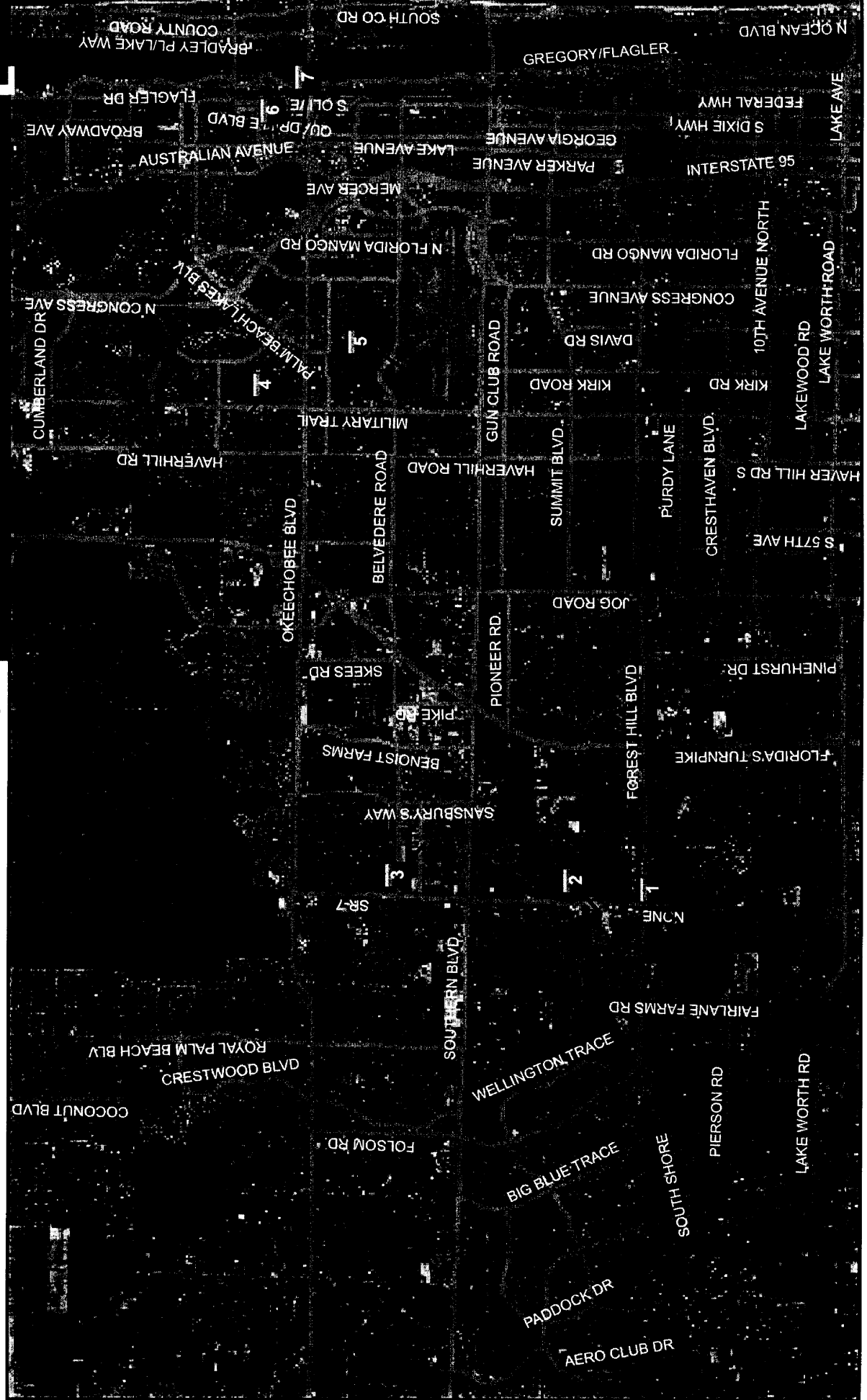
LEGEND

- 1 Mail at Wellington Green
- 2 Wellington Regional Medical Center
- 3 South Florida Fairgrounds and Expo Center
- 4 Northwood University
- 5 Palm Beach International Airport
- 6 Tri-Rail Station
- 7 Kravis Center for the Performing Arts

Study Area Boundary

Activity Center

0 1 2 3 Miles





WORKSHOP/SCOPING INFORMATION BOOKLET

Downtown Transit Corridor Program Alternatives Analysis/Environmental Assessment

Volume 1, No. 1

Summer 2006

The Downtown Transit Circulator project provides for the implementation of fixed-guideway transit service provided by either Light Rail Transit (LRT) vehicles or streetcars and serving destinations throughout the downtown Fort Lauderdale area.

The proposed project is one of three components of the Downtown Transit Corridor Program. The other components are the Enhanced Streetscape Program and the Intelligent Transportation Systems (ITS) Program. The Streetscape Program provides for wider sidewalks, landscaping, hardscape, lighting, and street furniture. The ITS improvements provide for real-time travel information at transit stops and traffic signal prioritization along the circulator alignments.

Introduction

The Fort Lauderdale Downtown Development Authority (DDA) and the Federal Transit Administration (FTA) in partnership with the City of Fort Lauderdale, the Community Redevelopment Agency (CRA), Broward County, the Broward County Metropolitan Planning Organization (MPO), Broward County Transit, the South Florida Regional Transportation Authority (SFRTA), and the Florida Department of Transportation (FDOT) has initiated the Alternative Analysis (AA) phase of FTA's project development process for the Downtown Transit Circulator (DTC) Project. The AA process will include preparation of an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) and preparation of an application for FTA's approval to enter Preliminary Engineering/Project Development as a Small Start/New Start project.

Purpose of Project and Study

What is the DTC Project?

The DTC project provides for the implementation of fixed-guideway transit service provided by either Light Rail Transit (LRT) vehicles or streetcars and serving destinations throughout the downtown Fort Lauderdale area. The project is designed to:

- Provide a transportation improvement that supports Fort Lauderdale's growing downtown worker and residential population with a mobility option that significantly reduces short automobile trips.
- Provide residents and visitors with an attractive, easily accessible, and quality transportation improvement that connects to the community and regional transit systems.
- Help stimulate economic development in the community while working to meet regional objectives for pollution and congestion mitigation.

What is Study Area for the Project?

The study area for the DTC project is generally bounded by Federal Highway on the east, Davie Boulevard on the south, NW 7th Avenue on the west, and the Florida East Coast Railroad to the north, as shown in Figure 1-1.

What is the Purpose of the AA/EA?

The DTC AA/EA study will identify and examine potential environmental impacts associated with the implementation of LRT or streetcar transit service in downtown Fort Lauderdale. The AA/EA document will also analyze and address potential social, cultural, and economic impacts as well as the costs and benefits of the proposed project alternatives.

This workshop/scoping information booklet is intended to introduce the AA/EA for the DDA Transit Circulator project and invite interested citizens and agency representatives to participate in the study process.



Workshop/Scoping and Public Involvement

What is Scoping?

Scoping is designed to encourage the active participation of citizen groups and agency representatives early in the environmental decision-making process. It provides the public with a chance to identify issues and concerns, and to provide feedback on the alternatives under consideration in the environmental document (EA).

The DDA will host a series of workshops and meetings as part of the workshop/scoping process in cooperation with Broward County, FDOT and the FTA. These meetings serve as the kickoff for ongoing public involvement efforts related to the DDA Transit Circulator AA/EA. Input received from members of the public, elected officials, and government agencies during the workshop/scoping process helps to shape the course and direction of the EA as it moves forward.

The workshop/scoping process will extend through September 22, 2006. The result of workshop/scoping will be a set of reasonable alternatives for detailed definition and initiation of the technical analyses (i.e., engineering, environmental, travel forecasting, and financial studies).

How can I get involved?

Participating in the workshop/scoping process by attending the scheduled public meetings, and submitting comments is the first way to get involved in the DTC project. During the workshop/scoping process, you will help to do the following:

- Determine the appropriate study goals and objectives and identify which alternatives should be studied;
- Determine the significant issues to be analyzed in depth in the EA;
- Identify and eliminate from detailed study the issues which are not significant; and,
- Define and agree upon the roles of agency representatives and the public involvement process as the study proceeds.

If you are unable to attend the public meetings, you can send written comments to the project team by September 22, 2006, (See contact information on page 12 of this booklet).

Additional opportunities for involvement

After the workshop/scoping are held there will be other opportunities to become involved and stay informed about the project's development. Additional briefings and public meetings will be held at key milestones to provide updates on findings of the environmental study which is anticipated to be complete by spring of 2007. When the AA/EA is complete, the document will be made available to the public and a public hearing will be held to allow official comment on the document.

Figure 1-1. Downtown Transit Circulator Project





WORKSHOP/SCOPING INFORMATION BOOKLET

Downtown Transit Corridor Project

Workshops Date and Location

Public Workshops
Monday, August 28, 2006
2:00 PM to 5:00 PM
6:30 PM to 8:30 PM
Ft. Lauderdale City Hall
100 North Andrews Avenue
1st Floor Commission
Chambers
Ft. Lauderdale, FL

This location is open to all members of the community and are accessible to persons with disabilities. Any individual requiring special assistance should contact Pamela Adams, Adams Consulting Group, Inc. at 954-764-8500.

Please make sure to join the project mailing list by signing up at one of the meetings or by communicating with a project contact via mail, email, telephone or fax.

Project Schedule

The DTC project began in March of 2006 and it is estimated that the project should advance through the AA/EA process as early as March 2007. Continuous activities include Public Involvement, Transportation and Traffic analysis, Environmental Impact analysis, Financial Planning, and Evaluation of Project Alternatives. Key milestones in the schedule include the completion and submittal of the EA to FTA in early spring of 2007. Soon after, the project will submit a request to FTA for approval to enter into preliminary engineering (PE)/project development. Start-up of revenue service is anticipated for late 2009 with completion of the system in late 2010.

Purpose and Need

The preparation of a Purpose and Need Statement for a project is a mandatory requirement for an EA/AA. The Purpose and Need Statement addresses two questions: What is the purpose of the project? And why is the project needed? The project's need may be thought of as the transportation problems, while the purpose of the project may be thought of as the proposal to solve these problems. The Purpose and Need Statement establishes why a specific transportation project is being proposed, forms the basis for selecting alternatives and helps to ultimately determine the preferred alternative for project selection.

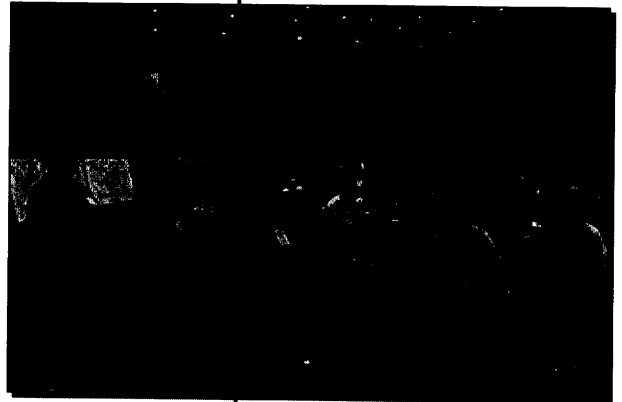
What are the transportation problems?

The identification of study area transportation problems for which alternative transportation improvements are proposed is a critical first step in the FTA project development process. Problems to be addressed by the alternatives developed for the DTC AA/EA have been refined from earlier studies. These problems can be summarized as follows.

- **Increased Travel Demand and Traffic Congestion:** Growth in employment, residents, and entertainment in downtown Fort Lauderdale has resulted in substantial increases in travel demand and congestion on streets providing for access to and circulation within the downtown area. The increased travel demand and congestion has resulted in a loss of mobility for downtown employees, residents, and visitors. These trends are expected to continue in the future and result in an even further loss in mobility without coordinated transportation improvements and land use planning.
- **Need for a Premium Level of Transit Service:** The existing Broward County bus transit system providing for circulation within downtown Fort Lauderdale does not offer the level of service and passenger comfort and amenities to attract a major portion of the existing travel demand, much less the demand projected to be generated in the future by all of the planned residential development. Unless improvements are made to increase the attractiveness of transit for circulation within downtown and to the focused urban campuses, and reduce the reliance on automobiles, congestion in downtown will worsen, and mobility will continue to decline.



- **Lack of Regional and Local Connectivity:** The existing Tri-Rail regional transit system connects Fort Lauderdale with other regional activity centers in Broward County, Miami-Dade County to the south, and Palm Beach County to the north. Other regional service is planned for east Broward County, the FEC railroad corridor and between the Airport and Port Everglades cruise terminals and the Broward Intermodal Center. However, there will be a lack of connectivity between these regional transit services and downtown Fort Lauderdale that reduces the effectiveness and ability of transit to attract any major portion of existing or future travel demand.
- **Increased Parking Demand:** Parking is limited throughout most of downtown Fort Lauderdale, especially within the retail and entertainment district along Las Olas Boulevard in the central area of downtown. The lack of parking can discourage visitors to downtown, and hinder efforts to promote development and tourism. With all of the development that is planned for downtown, parking shortages are expected to increase in the future. Providing the necessary parking to meet the existing and projected demand would be inconsistent with the pedestrian-oriented environment that is envisioned for downtown. Without improvements to the transportation system that focuses parking at the edges of the RAC and at major campuses and reduces the reliance on automobiles for travel into the central area of downtown, parking demands will continue to increase with negative impacts to the economic viability of the downtown area and the region.



What are the transportation needs?

Transportation needs to be addressed by the project are based on the transportation problems. They can be summarized as follows:

- Need to coordinate transportation and land use solutions that foster pedestrian and transit-oriented development so that future growth in downtown Fort Lauderdale can be accommodated without a further loss in mobility.
- Need to improve transit circulation within downtown Fort Lauderdale by providing the level of service and passenger amenities considered necessary to attract employees and residents traveling between locations within the downtown area and to divert automobile trips from entering the central area of downtown by encouraging transfers to transit along the fringe of downtown.
- Need to improve access to and connectivity between downtown Fort Lauderdale and existing and planned regional transportation systems so that transit can attract a greater share of existing and projected travel demand.
- Need to reduce demand for parking in downtown Fort Lauderdale by providing an alternative transit mode that reduces reliance on automobiles for travel to and within the downtown area.

What is the purpose of the project?

To facilitate the implementation of the comprehensive mobility plans for Fort Lauderdale by developing improvements for downtown Fort Lauderdale that respond to growth concerns, improve circulation, improve connectivity to



WORKSHOP/SCOPING INFORMATION BOOKLET

Downtown Transit Corridor Project

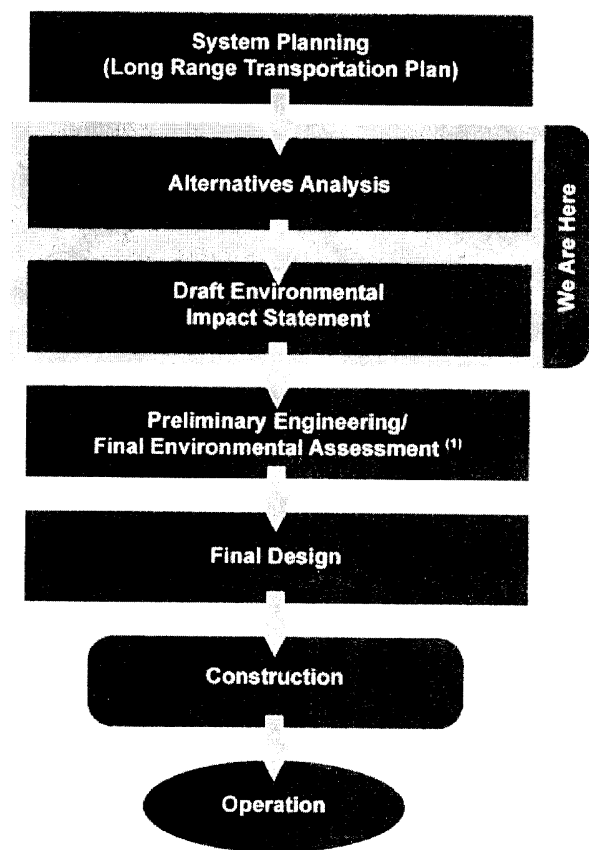
regional transportation systems, and reduce demand for parking while avoiding or minimizing adverse environmental impacts.

Process and Implementation

The DTC project EA/AA is being implemented in accordance with the planning and project development process by which federal, state, and local officials plan and make decisions regarding major transportation investments, and in accordance with FTA rules and regulations specified under the National Environmental Policy Act (NEPA).

The FTA project development process for a Small Starts/New Starts project includes five phases: 1) Systems Planning, 2) Alternatives Analysis/Environmental Assessment, 3) PE/ Project Development (including final environmental clearance), 4) Final Design, and 5) Construction. As a project advances through the first three phases, costs, design, benefits and potential environmental impacts and mitigation measures become more clearly defined. Under the Small Starts Program, the PE and final Design phases, along with any additional effort required for environmental clearance, are combined into the Project Development phase. In addition, project alternatives are reduced until the alternative that demonstrates to be the most cost effective and provides the greatest benefit with the fewest adverse impacts remains.

Planning and Project Development Process



The DTC project is currently in the AA/EA phase where in accordance with NEPA, an EA must include an evaluation of all reasonable alternatives.

Alternatives previously considered and dropped

A technology assessment was conducted to determine the type of transit service suitable for operation of transit circulator services within downtown Fort Lauderdale. Based on review of a range of technologies, it was determined that modern streetcar and light rail transit are the most practical rail transit technologies that meet purpose and need, minimize environmental impacts, and are cost effective. Transit technologies that have been eliminated from consideration because they do not meet the purpose and need for the project or are cost prohibitive include heavy rail transit, monorail, commuter rail/diesel multiple units, automated guideway transit, personal rapid transit, and historic trolley.

⁽¹⁾ Under Small Starts program phases combined into Project Development phase.

A number of alternative alignments for the Downtown Transit Circulator were developed and reviewed with the public and affected agencies during the previous studies. Among the alignments that were eliminated were Broward Boulevard and Federal Highway. Both of these streets were eliminated because of adverse impacts on traffic. Broward Boulevard also does not serve the major employment and



entertainment and shopping destinations as well as SE 2nd Street and Las Olas Boulevard. Federal Highway also does not connect the neighborhoods to the north.

Alternatives to be considered

The AA/EA for the DTC Program will evaluate at least four different alternatives for the improvement of transit services within downtown Fort Lauderdale. In addition to No-Build Alternative consisting of existing highway and transit facilities and services plus committed and planned improvements, the alternatives to be evaluated include a Transportation Systems Management (TSM) Alternative, and four Transit Circulator Alternatives, A through D, with design options.

These alternatives represent a progressively increasing range of capital investment choices for addressing the future travel needs of commuters and other transit users in the downtown Fort Lauderdale study area. The alternatives were developed based on a review of transit modes or technologies and alignment locations that address purpose and need and are considered to represent the range of reasonable alternatives.

Following is a brief description of the No-Build Alternative, TSM Alternative, and Transit Circulator Alternatives to be evaluated in the AA/EA. The alternatives considered may change through input received by the public and local officials during workshop/scoping and as the definitions of the alternatives are refined throughout the course of the study.

No-Build Alternative

The No Build Alternative provides for no major transit investment in downtown Fort Lauderdale and serves as a basis for the evaluation of the transportation and environmental impacts of the build alternatives. The No-Build Alternative is defined to include those transit service and highway and transit facilities that are likely to exist in 2030 without the DTC.

The No-Build Alternative includes all existing highway, transit services, and transit facilities plus the highway and transit improvements included in the Broward County MPO Long-Range Transportation Plan for the study area and remainder of the region outside the study area. This alternative would also include elements of the Streetscape Enhancements and ITS components of the DTC Program. Only those elements that are consistent with the transit services provided under the No-Build Alternative would be included. All improvements in the No-Build Alternative are also included in the TSM and build alternatives.

Transit services in the study area would continue to be provided by buses operating in mixed traffic on downtown streets. These include the Tri-Rail Shuttle Bus, the City Cruiser services operated by the TMA, and BCT routes.

As previously mentioned, the No-Build Alternative will serve as the baseline for evaluation of the environmental impacts of the build alternatives in the AA/EA document. In accordance with FTA guidelines, the No-Build Alternative will also be used in the cost effectiveness analysis and comparison with the build alternatives in the evaluation of alternatives.



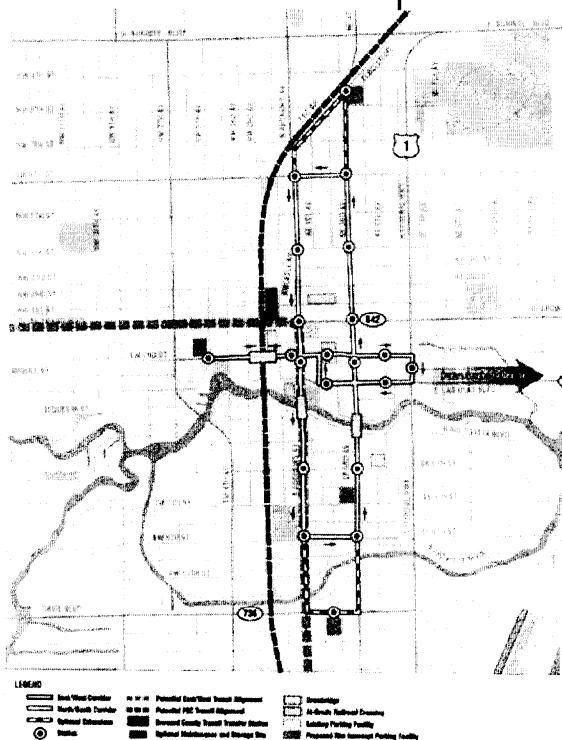
WORKSHOP/SCOPING INFORMATION BOOKLET

Downtown Transit Corridor Project

Transportation Systems Management (TSM) Alternative

The TSM Alternative, as defined by FTA, is considered “the best that you can do without the fixed-guideway investment”, which in this case is the modern streetcar or LRT line under the DTC Build Alternatives.

The TSM Alternative would provide for circulation buses, or rubber-tired trolleys, operating in mixed traffic in downtown Fort Lauderdale. The buses would operate along all or portions of the initial alignments. The TSM Alternative will serve as the New Starts baseline for evaluating the added costs and added benefits of the modern streetcar or LRT fixed-guideway facilities in the DTC Build Alternatives. Like the Build Alternatives, the TSM Alternative is designed to address the identified transportation problems and needs in the corridor. Its purpose is to show the extent to which the problems can be solved without a major investment in new fixed-guideway facilities.



The TSM Alternative includes both service and capital improvements. The service improvements would include implementation of new circulator transit services plus modifications to existing services under the No-Build Alternative. The existing services operated in the study area would be modified to eliminate any duplication of circulator service proposed under the TSM Alternative.

The capital improvements under the TSM Alternative would include station stop improvements, and new low-floor circulator buses from the DTC Program. The bus stop improvements would also include upgraded passenger amenities at station stops along the circulator alignment. The amenities could include shelters, benches, and information kiosks that are of uniform design along the circulator alignment. In addition, the bus stops could include bus stop bulbs that extend the sidewalk out to the traffic lane.

Low-floor buses would be purchased for operation of the circulator transit services. These buses would be more conducive to passenger loading and unloading. The buses could also be equipped with “smart card” readers that allow passengers to use fare cards that can be swiped across the reader prior to boarding the bus. The smart cards are imbedded with computer chips that can be encoded with trips, time-based passes, or dollar values. The buses would be painted with a color scheme and graphics that are easily recognizable to riders in the downtown area.

Transportation System Management (TSM) Alternative

Other capital improvements would include streetscape and ITS improvements along the circulator alignments. The streetscape improvements would consist of wider sidewalks, landscaping, hardscape, lighting, and street furniture. The ITS improvements would include real-time travel information at bus stop kiosks and traffic signal priority or preemption along the circulator alignments.

Build (Transit Circulator) Alternatives

The Transit Circulator Alternatives provide for new fixed-guideway transit service in downtown Fort Lauderdale. Based on review of a range of technologies, it was determined that modern streetcar and light rail transit are the most responsive to the purpose and need, minimize environmental impacts, and are cost effective.



These two rail technologies were selected to carry forward into the AA/EA for evaluation against conventional bus and trolleys under the No-Build and TSM Alternatives.

The service would be operated by low-floor, articulated streetcar or light rail vehicles electrically powered by an overhead catenary. The vehicles would operate along a new fixed guideway located primarily within existing rights of way. The guideway could be either single or double-tracked or a combination of both and located within traffic lanes that are shared with other vehicular traffic. The new fixed-guideway system would include stations, bus transit transfer locations, and other operating systems and structures. A maintenance shop and storage yard for the vehicles and traction power substations would also be provided under the Transit Circulator Alternatives.

The Transit Circulator Alternatives include both service and capital improvements. The service improvements would include implementation of circulator transit services along a new fixed-guideway alignment in downtown Fort Lauderdale plus modifications to existing services under the No-Build Alternative. The service would operate seven days a week with higher frequency service, typically 10 minutes or less, during peak periods, and lower frequencies during midday and off-peak periods. The service could be either single direction or bi-directional service depending on the location of the alignment. In addition to the new circulator service, the existing services operated in the study area would be modified to eliminate any duplication of circulator service proposed under the alternative.

The capital improvements would include stations stops, low-floor streetcar or LRT vehicles, and other improvements. Stations would be located at convenient locations along the alignment. The stations would consist of a platform level with the streetcar or LRV to facilitate passenger boarding and alignment, a canopy for shading or weather protection, benches, fare collection equipment, and information kiosks.

In addition to the stations, other fixed facilities under the alternative would include the installation of trackwork, an overhead contact system for the distribution of electricity to the vehicles, traction power substations located about one mile apart, and signaling and communication systems. The fixed guideway would consist of tracks formed of continuously welded rails and embedded in the street. A vehicle maintenance and storage facility would be required to accommodate the new streetcar or LRV fleet. The facility would be located on a site off the circulator alignment and would be connected by a lead track.

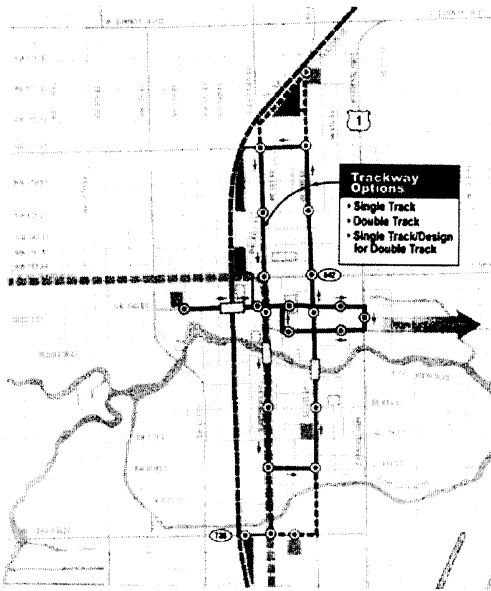
The Transit Circulator Alternatives would also include streetscape and ITS improvements along the circulator alignments. The streetscape improvements would consist of wider sidewalks, landscaping, hardscape, lighting, and street furniture. The ITS improvements would include real-time travel information at station kiosks and traffic signal priority along the circulator alignments. Following is a brief description of the alternative alignments.

Each of the Build Alternatives include an east/west loop and a north/south loop. The system generally operates at-grade on embedded track in the general purpose traffic lanes.

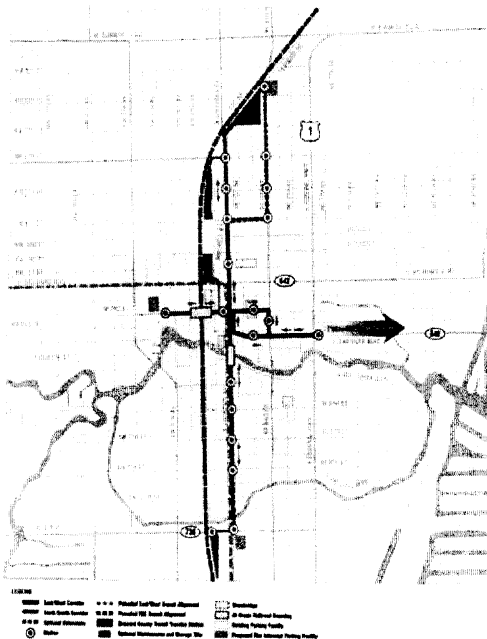


WORKSHOP/SCOPING INFORMATION BOOKLET

Downtown Transit Corridor Project



Alternative A; Base Alignment (Previous Studies)



Alternative B.1; Double Track on Andrews Avenue

Alternative A; Base Alignment (From Previous Studies): Starting at the Performing Arts Center garage on SW 2nd Street between NW 5th and 4th Avenues, the east/west alignment extends east to Federal Highway. The alignment would be double tracked for two-way operations on SW 2nd Street between NW 5th Avenue and SE 1st Avenue. There would be an at-grade crossing of the Florida East Coast Railroad east of NW 2nd Avenue. From SE 1st Avenue to Federal Highway the alignment would follow a one-way loop with clockwise operations on SE 2nd Street, Federal Highway, Las Olas Boulevard, and SE 1st Avenue. This alignment would connect the shopping and entertainment district on Las Olas Boulevard east of Federal Highway with the downtown financial district between Federal Highway and SE 3rd Avenue and the Performing Arts Center and parking garages on SW and SE 2nd Street. Broward Boulevard is not included as an initial alignment alternative because of impacts on traffic. It also does not serve the major employment and entertainment and shopping destinations as well as SE 2nd Street and Las Olas Boulevard.

The north/south loop on Andrews Avenue and SE 3rd Avenue from SW 9th Street, across the existing New River bridges, to Sistrunk Boulevard (at NE 6th Street). Two potential extensions of this alignment have also been identified. The southern extension will run along Andrews Avenue and SE 3rd Avenue between SW 9th Street and Davie Boulevard and connect along Davie Boulevard. The northern extension would run on Andrews and 3rd Avenues from NW 6th Street to the FEC railroad. The north/south circulator alignment could be constructed as a single-track line with counterclockwise operations or a double-track line. Alternatively, the alignment could be constructed as a single line on Andrews or SE 3rd Avenue instead of a loop. Andrews and SE 3rd Avenues are the only north/south streets that serve the major destinations in downtown and connect the neighborhoods to the north. Federal Highway is not included as an initial alignment alternative because of impacts on traffic.

Alternative B; North/South Double Track on NE 3rd Avenue: Starting at the Performing Arts Center garage on SW 2nd Street between NW 5th and 4th Avenues, and the east/west alignment extends east to Federal Highway on Las Olas Boulevard. The alignment would be double tracked for two-way operations on SW 2nd Street between NW 5th Avenue and SE 1st Avenue and on Las Olas Boulevard between SE 3rd Avenue and Federal Highway. There would be an at-grade crossing of the Florida East Coast Railroad east of NW 2nd Avenue. From SE 1st Avenue to NE 3rd Avenue the alignment would follow a one-way loop with clockwise operations on SW 2nd Street and Las Olas Boulevard. This alignment would connect the Performing Arts Center and parking garages on SW and SE 2nd Street with the Broward Community College and Florida Atlantic University (FAU) campuses as well as the entertainment and shopping destinations on Las Olas Boulevard.



The north/south portion is a double tracked alignment that runs in a north/south direction on SE 3rd Avenue from SW 9th Street, across the existing New River Bridge, past Sistrunk Boulevard (NE 6th Street) and terminates at NE 8th Street. A potential southern extension of this alignment has also been identified to operate between SW 9th Street and Davie Boulevard.

A second alternative reflects essentially a mirror image of the system on Andrews Avenue instead of 3rd Avenue.

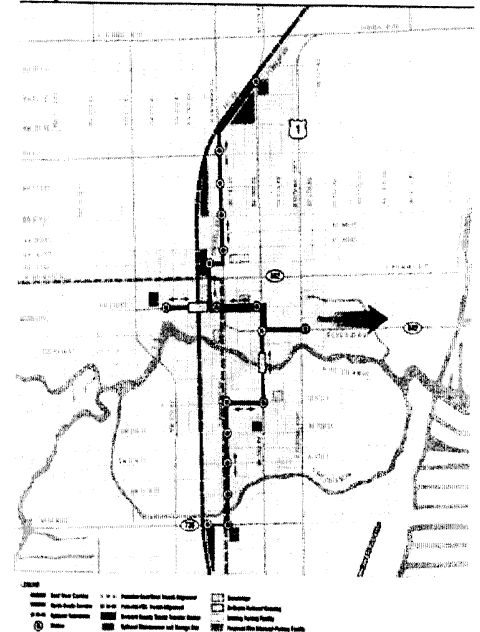
Alternative C; Courthouse Complex Loop Crossing New River on NE 3rd Avenue: Starting at the Performing Arts Center garage on SW 2nd Street between NW 5th and 4th Avenues the east/west loop extends east to NE 5th Avenue. At NE 5th Avenue, the alignment runs south and turns east onto Las Olas Boulevard to Federal Highway. The entire segment of the alignment would be double tracked for two-way operations. There would be an at-grade crossing of the Florida East Coast Railroad east of NW 2nd Avenue. This alignment would connect the shopping and entertainment district on Las Olas Boulevard east of Federal Highway with the downtown financial district between Federal Highway and SE 3rd Avenue and the Performing Arts Center and parking garages on SW and SE 2nd Street.

The north/south portion of the circulator runs in a north/south direction from NW 7th Street on 3rd Avenue, to NW 1st Avenue where the alignment turns west on NW 1st Street. Once reaching NW 1st Avenue the alignment continues to the south and connects with the Broward County Transit's Central Terminal. At Las Olas Boulevard, the alignment heads east until reaching SE 3rd Avenue and turns south continuing across the existing New River Bridge, to SE 7th Street. A potential extension of this alignment has also been identified. The southern extension would run along SE 3rd Avenue between SW 9th Street and Davie Boulevard. The north/south alignment would be constructed as a double-track line. Andrews and SE 3rd Avenues are the only north/south streets that serve the major destinations in downtown and connect the neighborhoods to the north. Federal Highway is not included as an initial alignment alternative because of impacts on traffic.

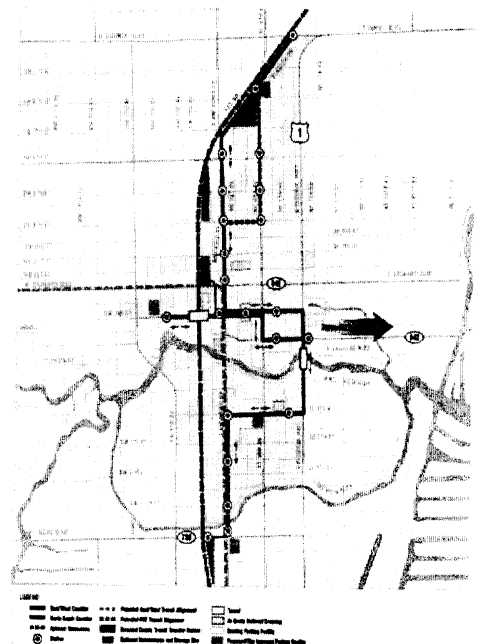
A second alignment mirroring the 3rd Avenue alignment on Andrews Avenue is also included.

Alternative D; Utilizes Federal Highway and New River Tunnel: Starting at the Performing Arts Center garage on SW 2nd Street between NW 5th and 4th Avenues, the east/west loop extends east to NE 3rd Avenue where it turns south. At Las Olas Boulevard, the line turns and continues to Federal Highway. The alignment would be double tracked for two-way operations on the entire east-west segment. There would be an at-grade crossing of the Florida East Coast Railroad east of NW 2nd Avenue. This alignment would connect the Performing Arts Center and parking garages on SW and SE 2nd Street with the entertainment and shopping destinations on Las Olas Boulevard. Broward Boulevard is not included as an initial alignment alternative because of impacts on traffic.

The north/south loop runs in a north/south direction from NW 8th Street on NE 3rd Avenue, to Las Olas Boulevard where the alignment turns east onto SW 2nd Street. Once reaching Federal Highway, the line turns south and continues



Alternative C.1: Double Track on Andrews Avenue (with Court Complex Loop)



Alternative D.1: Utilize Andrews Avenue/Federal Highway Tunnel



WORKSHOP/SCOPING INFORMATION BOOKLET

Downtown Transit Corridor Project

through the New River (Kinney) Tunnel to SE 6th Street. The alignment heads west on SE 6th Street to serve the Broward County Courthouse campus and turns south at SE 3rd Avenue and continues to SE 9th Street where a potential extension of the alignment could extend to Davie Boulevard. The north/south alignment would be constructed as a double-track line operation.

Three other potential alignments are also included as D.2 through D.4.

Analysis of Environmental Impacts

The AA/EA will result in the development of capital and operating cost estimates, a project financial and implementation plan and transportation benefits and impacts (particularly on traffic). In addition, projected ridership for each alternative will be modeled, station locations and access will be defined, and impacts to the community and businesses will be reviewed. Measures to minimize or mitigate potential adverse impacts identified during the analysis will also be documented. All of these elements will facilitate the progressive analysis of all alternatives resulting in the selection of a Locally Preferred Alternative. The following potential environmental impacts will be examined under the scope of the AA/EA:

Land Use Plans, Zoning and Economic Development - The AA/EA will determine whether the proposed build alternatives are consistent with state, county and local land use and zoning plans. Economic and joint development opportunities at station locations will also be identified. In addition, any property that would be displaced or impacted will be identified.

Transportation Impacts - The build alternatives will be evaluated with respect to effects on traffic, parking and existing bus and circulator service.

Neighborhoods and Environmental Justice - The AA/EA will assess project benefits and impacts on study area neighborhoods, with specific attention to minority and low-income communities. Any adverse or disproportionately high impact, affecting minority or low-income neighborhoods, will be documented.

Air Quality - The potential impact on air quality, as well as a discussion of compliance with the Clean Air Act Amendments of 1990 and an evaluation of conformity with the State Implementation Plan will be documented.

Visual and Aesthetic Impacts - The build alternatives will be evaluated based on views from surrounding communities of the alignments and views of the communities from the alignments.

Noise and Vibration - The study will include an analysis of potential impacts of noise and vibration associated with the build alternatives.

Endangered Species - The AA/EA will identify and document federally-listed threatened and endangered species (both fauna and flora) and ecologically sensitive areas within the study area.

Surface Waters - Surface waters include all waters found in rivers, streams, lakes, ponds, marshes, and wetlands located within the study area. This study will indicate the location, delineation, classification and type of surface waters that may be impacted by the alternatives. Measures to avoid or minimize potential impacts will also be identified.



Flood Plains - A determination will be made as to whether properties in the study area are located within a 100-year floodplain. Floodplain protection standards will be adhered to. Design elements will be recommended to mitigate potential impacts.

Historic and Archeological Resources and Parklands - Historic properties, archeological sites, parklands, and other cultural resources will be identified and best efforts will be made to minimize or avoid potential impacts.

Contamination/Hazardous Materials -The AA/EA will document any known hazardous materials or contamination identified within the study area. Sites requiring further analysis will be identified.

Construction Impacts - A description of how project construction may create potential impacts on the socioeconomic, physical and natural environments will be prepared.

Secondary and Cumulative Impacts -The assessment will identify development that is dependent on the proposed project and could result in secondary and cumulative effects. For secondary effects, the assessment will identify zoning impacts and changes in land use and level of development that may only occur as a result of the project. The cumulative effects assessment will identify other development that is expected to occur regardless of whether the project is built. Impacts to resources from the secondary effects of the project and other actions, including past, present, and future, will be identified and added to the direct impacts of the project to arrive at the total cumulative impact.

Contact Information

For project updates and to join the mailing list or provide feedback, call the Telephone Voice Mail Hotline at (954) 764-8500 or visit the Downtown Transit Corridor Program Website at: www.ddaftl.org
For more information regarding the workshop/scoping meetings or to provide written comment, contact:

Pamela Adams
Adams Consulting Group, Inc.
513 NE 4th Street
Fort Lauderdale, FL 33301
954-764-8500
DTCProjectComments@projectsolvemail.com

The scoping period for the project is scheduled to end on September 22, 2006.
Please submit your written comments by this date. Additional information may be obtained from:

Chris Wren
Executive Director
Downtown Development Authority
305 South Andrews Avenue
Suite 301
Fort Lauderdale, FL 33301
(954) 463-6574
www.ddaftl.org

Phil Smelley
Project Manager
Parsons Brinckerhoff
7300 Corporate Center
Suite 600
Miami, FL 33126
404-434-8728
smelley@pbworld.com

Tony Dittmeier
Transportation Program Specialist
Federal Transit Administration
61 Forsyth Street
Suite 17T50
Atlanta, GA 30303
(404) 562-3512
tony.dittmeier@fta.dot.gov